

PRICE ONE CENT.

NEW YORK, THURSDAY, JANUARY 15, 1903.

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ST. LOUIS IS NEARLY FIVE DAYS OVERDUE; ANXIETY INCREASING.

Friends of Passengers on the Overdue Steamer Crowd the Company's Offices and Wax Indignant at the Idea of Putting to Sea with Leaky Boilers.

Three Ships Reached New York To-Day, All Having Experienced Troublous Voyages in Heavy Seas, but Nowhere Is There Word of the Liner Now More Than Four Days Delayed.

As the hours wear on and there is still no word from the liner St. Louis, the anxiety of the friends of those on board deepens.

It is now nearly five days since the ship should have been in.

At 4 o'clock no word had been received of the vessel, either at the company's office or through any other source.

A crowd of richly dressed persons, relatives and friends of the cabin passengers, besieged the offices of the International Navigation Company, at No. 73 Broadway to-day, anxious for news of the vessel.

At the pier, another crowd, larger, poorly clad and excitable, relatives and friends of the steerage passengers, stormed the gates with wild inquiries.

To both crowds the same explanation was made—head seas and worn out boilers have caused the big liner to fall behind her schedule. But the explanation did not serve to diminish the size of the crowds, nor will anxiety diminish until definite information is received.

James A. Wright, Second Vice-President of the company, had charge of the consolation bureau at the Broadway offices. He assured all inquirers that there was no cause for alarm and that he expected to hear from Fire Island at any minute that the St. Louis had been sighted.

The Atlantic Transport Company's steamer Manitou passed Nantucket to-day, three days overdue from London. She signalled all well and made no signal of having sighted the St. Louis.

The steamship Lancastrian, of the Leyland line, thirteen days out from Liverpool, arrived in New York this afternoon. Capt. Ridley said he had seen nothing of the St. Louis, but was not surprised that the American liner is delayed.

"We had a fearful voyage," said Capt. Ridley. "The wind was against us nearly all the way, and the waves were from forty to seventy feet high. It was impossible to make much progress in the face of the head seas."

The Lancastrian, a slow boat, sailed from Liverpool on Jan. 2, two days before the St. Louis left Cherbourg.

The Spanish steamer Montevideo, from Cadiz, Capt. Grau, which arrived here to-day, reported no sign of the St. Louis.

The English sailing vessel British Empire, from Antwerp, which has been blown all over the western North Atlantic for two weeks, arrived to-day, but brought no news of the missing vessel.

Some of those who visited the offices of the International Navigation Company to make inquiries after relatives were free to criticize the company for sending the St. Louis to sea with leaky boilers. Among these was Dr. Robert Abbe, Professor of Surgery in the Post-Graduate Medical School, whose wife and maid are passengers.

"I was surprised to read in the newspapers that the boilers of the St. Louis were in bad shape," said Dr. Abbe. "I thought there must be some mistake about this until I called here and the officers of the line admitted it. But, they say, this makes no difference, for the St. Louis is entirely seaworthy, having seventeen water-tight compartments. Nevertheless, I would not have allowed my wife to sail from Southampton had I known about the boilers. I am not alarmed, however, and feel sure that the St. Louis will be sighted within a few hours."

It is a long time since the St. Louis has had a rest. Her machinery has barely had time to cool between trips recently. When the human machinery is worked to that extent, doctors call the resultant physical depression "nervous prostration." In the case of a steamship the men below decks say "her machinery is out of whack."

At the International Navigation Company's offices it was said to-day that even should the ship have broken one of her propellers or disabled an engine, her safety would be in no way affected.

SISTER SHIP MET WITH HEAVY GALES.

LONDON, Jan. 15.—The American line steamer St. Paul, which arrived at Southampton to-day from New York Jan. 7, reported having encountered heavy weather, and inquirers at the offices of the American line here to-day were given this and leaky boilers as the probable cause of the delay in the arrival at New York of her sister ship, the St. Louis.

The insurance world of London is specially interested in the St. Louis, as she happens to be one of the few risks not cancelled on the first of this year by the International Mercantile Marine Company. The owners of the St. Louis,

GREAT DOME BUILDER DEAD.

Robert Poole, of Baltimore, Was Seventy-five Years Old.

BALTIMORE, Jan. 15.—Robert Poole, President of the Robert Poole & Son Company, iron foundry, has just died at his home in Woodberry, a Baltimore suburb, aged seventy-five.

Among the larger engineering feats accomplished by Mr. Poole was the erection of the dome of the Capitol at Washington. The dome of the National Capitol, although built many years ago, is still a wonder of modern architecture. It was constructed from plans drawn by Mr. Poole.

UNKNOWN VESSEL IS SIGNALLING OFF HALIFAX

It is understood, desired to keep her covered against all risks until her arrival at the Grange Shipyard, at Philadelphia.

The reinsurance on the St. Louis at Lloyd's to-day was \$2,500 per cent, but there were only a few small transactions.

SHE IMITATES CARNEGIE.

Margaret Hannon Insists on Giving Away Estate.

Application was made to-day to Justice Gaylor, of the Supreme Court, Brooklyn, for the appointment of a guardian for Margaret J. Hannon, forty-one years old, of No. 273 Nassau avenue.

The application was made by her sister Julia, who asserts that Margaret is of unsound mind and an inmate of a sanitarium in Pacific street. She says that her sister has tried to give away her estate, consisting of \$4,000 in cash and \$5,000 in real estate, and that she was placed in the sanitarium to prevent her from doing so.

TRAPPED HER IN THE TURNSTILE.

So the Buxom Mrs. Schlesinger, of Newark, Now Sues the "L" Road for \$20,000 Damages.

ODD PROBLEM IN PHYSICS.

How Can a Woman of Thirty Inches Hip Measurement as the Crow Files Force Her Way Through a Space Only 21 1-2 Inches Across?

If a woman 30 inches wide across the hips tries to pass through an "L" road turnstile which has a free space of 21 1-2 inches at the widest part, and
If the woman sticks fast in the effort, and
If she has to be pried out of the trap to her great mental and physical torture,
Should she be awarded \$20,000 as compensation, or how much should she get?

This problem in psycho-physiological financial equations is presented to-day in the suit of Mrs. Ella Schlesinger, of Newark, N. J., who wants \$20,000 from the Manhattan Elevated Railroad, because she and the turnstile at the Fifth street station of the Second avenue road got badly tangled up on Nov. 23, 1899.

Mrs. Schlesinger was exhibit A in Judge Lacombe's court to-day, when the case was called. There was no necessity to mark the exhibit for identification, because there was no danger of its being lost. Mrs. Schlesinger filled the eyes completely. She more than filled the court room chair in which she sat.

As the court and jury looked interestedly on this complaining witness they were quite willing to concede the fact that she did get stuck in a turnstile.

Mrs. Schlesinger says she looked apologetically at the turnstile when she approached it, and turned to her husband:

"Do you think it is big enough?"
"Ah, g'wan; step lively there," said the "L" employee in the ticket office.
Mrs. Schlesinger stepped lively, and when half way around in its joyous career the turnstile wouldn't budge further, and it stripped Mrs. Schlesinger in its embrace.

"Help! I'm stuck!" cried Mrs. Schlesinger.

Out rushed the guard. He tried to move the turnstile. The task was impossible. Then he tried to yank her through. Pushing was of no avail. The ticket seller helped. Mrs. Schlesinger stormed. Mrs. Schlesinger grieved hysterical and alternately laughed and cried.

Finally the machine was pried apart and Mrs. Schlesinger was released. She suffered so from the excitement, the shock, the rough handling of the ticket seller as well as his cursing and her general mortification that she believes she is entitled to \$20,000 damages from the Manhattan Company.

TENANTS SAY NO COAL, NO PAY

Bronx Families, Left Without Heat, Form a Combination to Withhold Rent Until Conditions Are Bettered.

LANDLORD GOES TO COURT.

Every dweller in an apartment-house in this town who has been suffering from lack of heat this winter is interested in a large number of dispossessed suits brought to-day before Justice John M. Tierney in the One Hundred and Fifty-eighth street court.

Morris Isaacs is the owner of the apartment-houses at Nos. 404 to 407 Third avenue, and he is the complainant against all his tenants in those buildings.

Isaacs and the tenants have been bickering over the heat question more or less all winter. Recently the tenants made a combination not to pay any rent until they got more steam on.

Isaacs insisted he couldn't get any coal. He swore that if they didn't pay the rent they would have to get out. They swore they wouldn't get out and they wouldn't pay the rent.

So Isaacs went to court. The cases were on to-day's calendar but they were put over until Monday. In the case of one of the tenants who said that he had a sick child—made sick by the lack of heat—Justice Tierney remarked that this in itself would prevent him from taking any action. Recently the tenants took this to mean that the Justice is inclined to stand by them in the matter and they have great hopes of forcing Isaacs to get coal.

A Daily Necessity.

The Pennsylvania Special offers rapid service from New York to Chicago every day in the week. Passenger, mail and stock express—see advertisement.

HOW MRS. SCHLESSINGER GOT WEDGED IN A NARROW "L" ROAD TURNSTILE.



PLUNGER GATES SCARED MORGAN.

Financier, in Explaining the L. & N. Deal to the Interstate Commerce Commission, Admits He Feared a Crash.

TOOK 240,000 SHARES AT 120

Because the subpoena server did not hand him the legal fee of \$150, J. Pierpont Morgan did not appear as a witness this morning when the Interstate Commerce Commission met in room No. 20 of the Federal Building to consider the complaint of the Railroad Commission of Kentucky that the Interstate Commerce law is being violated in that State. Mr. Morgan was on hand this afternoon.

J. F. Dempsey and C. C. McChord, of the Kentucky Railroad Commission, were present with State Attorney-General Clifton J. Pratt and Bennett H. Young as their counsel.

Francis L. Stetson, Fairfax Harrison, Edward Baxter, W. G. Elliott and J. H. Dickenson appeared for the railroad.

"We should prefer to call J. Pierpont Morgan first," said Mr. Young.

"Morgan is not here," replied Mr. Stetson, "but he will be here if he desired this afternoon. All of the witnesses you want will attend if notified. None of them was legally subpoenaed. In Mr. Morgan's case you left a subpoena at his office without the fee."

Wanted His Fee.

"Do we understand that Mr. Morgan demands a fee?" asked Mr. Pratt. "The fee, I believe, is \$150 a day."

"Oh, no," replied Mr. Stetson, "but if one side is technical it is well for the other side to follow precedent. He told about the combinations of the roads, but didn't let out any important secrets."

Charles Steele of Mr. Morgan's office, and several other witnesses denied all charges of illegal combination.

J. Pierpont Morgan appeared in the court-room at 3 o'clock. He was followed by some of the attaches of his office. His bright eyes roamed about the room in snapping fashion before he took a seat at the table occupied by the counsel of the railroad companies.

When Mr. Morgan was called he stripped off his overcoat with much the same air as a prize-fighter rips off his jersey and takes his corner.

"How many members comprise the firm of J. P. Morgan & Co.?" asked Mr. Young.

"Ten or twelve."

Q. What do you know of the purchase of 36,000 shares of Louisville and Nashville stock, which you subsequently sold to the Atlantic Coast Line Railroad Company? A. Nothing personally.

Q. What members of your firm did purchase that stock? A. Mr. Steele and Mr. Perkins.

Q. You are a director in the Louisville and Nashville? A. Yes, sir.

He Didn't See Gates.

Q. Did you confer at any time with Mr. Gates concerning the sale of that stock to the Atlantic Coast Line Railroad Company? A. I did not. I was not here.

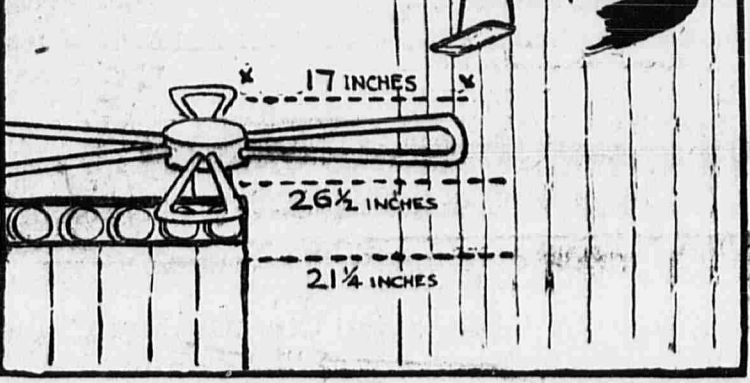
Mr. Morgan dodged a whole lot behind that electrotyped answer—"I don't know. I was not here."

Mr. Young finally asked testily: "Where were you?"

"In Europe."

Mr. Morgan answered this way in response.

(Continued on Second Page.)



TRAINS TO RUN IN ALL SECTIONS OF SUBWAY BELOW HARLEM BY NOV. 1.

Chief Engineer Parsons, of the Rapid-Transit Commission, to-day made the first official statement as to the time when the subway will be in operation. This is what he said to the members of the Commission:

Every section south of the Harlem River will be in full operation by Nov. 1.

In one month the work of laying the rails will begin in several sections simultaneously.

The rolling stock will begin to be delivered at the Harlem River by August next.

Before the road is thrown open to the public full trains will be running on test trials for several weeks equipped with crews.

MORE REPORTS OF GALES, BUT NO WORD ABOUT THE ST. LOUIS

Up to 6 o'clock this evening no word had been received from the liner St. Louis, but the officials of the International Navigation Company were still confident she would reach port safely.

Reports of heavy gales on the Atlantic continue to arrive, and these, coupled with the fact that the steamer Manitou passed Nantucket to-day three days overdue from London without having sighted the St. Louis, caused increased anxiety.

LATE RESULTS AT NEW ORLEANS.

Fifth Race—Mauzer 1, John Coulter 2, The Wizard 3.
Sixth Race—Leenja 1, Sarilla 2, Flaneur 3.

DREYFUSS BUYS PHILADELPHIA BASEBALL CLUB.

PHILADELPHIA, Jan. 15.—Barney Dreyfuss this afternoon secured an option on the Philadelphia Baseball Club for \$200,000. The deal will probably go through to-morrow.

VANDERBILT WAR TAX HELD TO BE LEGAL.

An opinion was handed down to-day in the United States Circuit Court by Judge Wheeler, sustaining the validity of the United States tax imposed upon the Vanderbilt estate under the War Tax act of June 13, 1898, amounting to \$311,681.

MOB IS FORMING TO LYNCH NEPHEW OF SEN. TILLMAN.

Lieutenant - Governor of South Carolina Shoots and Fatally Wounds N. G. Gonzales, One of the Best Known Editors of the South.

Wounded Man Is Dying and His Assailant Is Protected by a Heavy Guard of Police—So Far as Known There Was No Immediate Provocation for the Assault.

(Special to The Evening World.)

COLUMBIA, S. C., Jan. 15.—A mob of citizens of this city is gathering in the streets with the avowed purpose of lynching Lieut.-Gov. James S. Tillman, a nephew of the United States Senator, who this afternoon shot and fatally wounded N. G. Gonzales, editor of the Columbia State and one of the most prominent politicians in South Carolina.

Gonzales is dying in a hospital and Tillman is being guarded by the police in the city barracks.

Gonzales was on his way home to lunch when he met Tillman in the street. According to the statements of eyewitnesses, the Lieut. Governor without a word of warning, drew a revolver, and, placing it against Gonzales's side, fired one shot, which passed entirely through his body.

Wiped Barrel on His Sleeve.

Two bystanders caught the wounded man as he fell. Tillman is said to have wiped the barrel of his revolver on the sleeve of his coat after the shooting and walking down the street surrendered himself to the police.

The immediate cause of the assault is not known, as neither man has thus far made any statement, but there has been bad blood between them for some time and Tillman is known to have indulged in a number of threats.

Tillman will be remembered as the man who sent the telegram to President Roosevelt warning him not to come to Charleston on the occasion of the presentation of a sword to Major Micah Jenkins, of the Rough Riders. In this message he told the President that he would be in danger of insult from the people of the city because of the Booker Washington incident.

During his candidacy for Governor recently he threatened to shoot a number of the editors of the State because they did not agree with him politically, but this is his first serious attempt to carry out his threats.

Led One Mob Himself.

A few months ago he startled the whole country and put his State to shame by leading a mob of white men in an effort to get a negro away from a mob. Tillman and his gang went across a country to a railroad station, where he expected the sheriff to stop, but the sheriff got wind of what was going on and escaped.

Gonzales is one of the best-known editors in the South, and belongs to the conservative Democratic faction in that section. He has always been regarded as a man of the very highest character and of the highest standing socially and mentally.

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TILLMAN SHOUTS "MURDER" AT KNOX

Says the Attorney-General Is Responsible for the Deaths of All Those Who Have Frozen.

HELD FOR KILLING PRESIDENT'S GUARD

Conductor and Motorman of Car Which Struck Roosevelt's Carriage Last August Indicted.

PITTSFIELD, Mass., Jan. 15.—The Grand Jury in the case of Euclid Madden and James T. Kelly to-day reported an indictment against each, charging manslaughter.

These men were in charge of the electric car which last August ran into the carriage of President Roosevelt, with the result that Secret Service Agent William Craig, who was guarding the President, was killed.

Both men when called to answer to the indictment, pleaded not guilty. At a conference between counsel Wednesday next was fixed upon as the date for the opening of the trial.

TO FLASH NEWS TO SHIPS.

At Present, However, Newspapers Will Not Be Printed.

LONDON, Jan. 15.—The announcement that arrangements had been made to publish daily papers on Atlantic steamers supplied with the wireless telegraph system seems to be founded on a plan, which goes into effect within a fortnight, to send news bulletins to certain steamers approaching the coast.

These messages will be sent from a wireless station, now nearly completed, at Brown Head. The Marconi Company will only undertake to send messages distances of forty miles seaward.

News bulletins will be displayed in various parts of the steamers.

TO QUADRUPLE CAPITAL.

Stanley Electric Company Stock to Be Increased to \$12,000,000.

The capital stock of the Stanley Electric Company will be increased from \$3,000,000 to \$12,000,000. Announcement of this fact was made to-day by Ray D. Lillibridge from the press headquarters of the corporation, No. 170 Broadway.

"The departure will be made at the annual meeting of stockholders Feb. 11, in Trenton, N. J.," said Mr. Lillibridge. It was further stated that the works at Pittsfield, Mass., would be enlarged and the company would go into every known kind of electric business in competition with the General Electric Company and the Westinghouse Electric and Manufacturing Company.

Tunnel Worker Killed.

James Sherry, of No. 27 Elizabeth street, while at work in the tunnel at Thirty-fourth street and Park avenue to-day, was buried from a dirt bin into the tunnel and killed.

An Intelligent Critic

and not a fault with the management of the Pennsylvania Railroad—The 20-hour train between New York and Chicago.

WEATHER FORECAST.

For the thirty-six hours ending at 8 P. M. Friday for New York City and vicinity: Partly cloudy to-night; fair Friday; slight temperature changes; fresh to brisk west to south-west winds.